

**Amendments to the Specification**

Page 14, beginning with line 12, amend the paragraph as follows.

In step S2, it is determined whether the exhaust temperature measured by the temperature sensor 15 at the entrance side of the oxidation catalyst 14 is less than 300°C which is a ~~minimum~~ minimum threshold for catalytic activity of the oxidation catalyst 14. Only when it is determined that the exhaust temperature is less than 300°C, flow proceeds to step S3; while “NO” is returned, the current flow is repeated via step S4.

Page 15, beginning with line 25, amend the paragraph as follows.

On the other hand, when it is determined in the above-mentioned step S5 that the clutch 20 is off, flow proceeds to step S7 where control is performed such that a flow rate of the intake is decreased by the intake throttle valve 23 and the amount of ~~fuel injected~~ fuel injected is increased so as to compensate reduced torque due to the decreased intake flow rate.

Page 21, beginning with line 24, amend the paragraph as follows.

It is to be understood that the method for regenerating a particulate filter according to the invention is not limited to the embodiment described above and that various changes and modifications may be effected without leaving the spirit and scope of the invention. For ~~example~~ example, instead of the retarder, an alternator may be adopted as the load adding means to intentionally increase the engine load through regenerative braking. The post fuel injection followed by the main fuel injection and at non-ignition timing after the compressive top dead center is passed past in the above embodiment, as means for adding fuel to the exhaust gas upstream of the particulate filter, may be replaced by retarding in timing the main fuel injection into the respective cylinders of the engine to thereby adding fuel into the exhaust gas; alternatively, in place of such means for fuel addition in the form of unburned fuel being left in the exhaust gas through control of fuel injection into the cylinders,

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an injector may be arranged to be pierced into the exhaust pipe (possibly or the exhaust manifold) so as to directly inject fuel into the exhaust gas.